# U.S. Department of Transportation Federal Aviation Administration

Washington, DC

## **Master Minimum Equipment List (MMEL)**

Revision: Original Date: 08/01/2017

### Cirrus Design Corporation Vision SF50

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#### U.S. DEPARTMENT OF TRANSPORTATION

#### MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. Original DATE: 08/01/2017 PAGE NO. Vision SF50 I

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HI	GHLIGHTS OF CHANGE		

The following changes are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 04/19/2017.

PAGE NO.	EXPLANATION OF CHANGE
All pages.	This is the original MMEL for the Cirrus Design Corporation Vision SF50.

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DEFINITIONS						

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS, in accordance PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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PREAMBLE						

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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GUIDELINES FOR (M) AND (O) PROCEDURES						

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment Cirrus Design Corporation SF50 (M) and (O) Procedures, published by Cirrus Design Corporation.

AIRCRAFT:	VIATION ADMINISTRA				IO. Original PAGE NO.			
	Vision SF50		DAT	E: 0	8/01/2017 21-1			
SYSTEM &					.E KEY Category			
SEQUENCE NO.	ITEM		2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Chan		
-20-01	Bleed Bias Valve	C	1	0	(M)(O) May be inoperative provided:  a) Defog Valve is deactivated in the DEFOG position, and b) Alternate procedures are established and used to ensure sufficient visibility through the windscreen.	Bar		
					NOTE: ECS BIAS VALVE FAIL system message advisory and ECS DEFOG VALVE FAIL system message advisory will be displayed.			
-20-02	Defog System	C	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Defog Valve is deactivated in the DEFOG position, and</li> <li>b) Alternate procedures are established and used to ensure sufficient visibility through the windscreen.</li> </ul>	)		
					NOTE: ECS DEFOG VALVE FAIL system message advisory will be displayed.	<b>;</b>		

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SYSTEM & SEQUENCE NO.	ITEM IDITIONING	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4		Chang Bar
-30-01	Cabin Pressurization System						
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	a) CABIN is pulled b) CABIN switch c) Aircraft altitud or below NOTE 1: The FAIL will be CABIN warred disputition of the control of the contr	CABIN PRESSURE CTRL amber caution message be displayed, and the BIN ALTITUDE HIGH red ning message will be layed at 10,000 feet cabin	

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		ММ	EL T	ABL	E KEY		
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21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
-30-01	Cabin Pressurization System						
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	a) CABIN is pulled b) CABIN switch c) Aircraft 25,000 below, d) Flight coxyger used at NOTE 1: The FAIL will k CAB warr displantitu.  NOTE 2: Selection depring 14,3 outfling altitution is possible to the control of t	crew and passenger in system is operative and as required by 14 CFR.  CABIN PRESSURE CTRL amber caution message be displayed, and the BIN ALTITUDE HIGH red ning message will be layed at 10,000 feet cabin	

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		ММ	EL T	ABL	E KEY			
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Sequence No.	Item	1	2	3	4		Chang Bar	
-30-02	CABIN PRESSURE DUMP Switch							
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	provided:  a) CABIN is pulle b) Aircra altitud or bele  NOTE 1: The FAIL will I CAE warr disp altitu  NOTE 2: Sele depi 14,3 outfl altitu	CABIN PRESSURE CTRL amber caution message be displayed, and the BIN ALTITUDE HIGH red ning message will be layed at 10,000 feet cabin		

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Sequence No.	Item	1	2	3	4		Change
-30-02	CABIN PRESSURE DUMP Switch						Bar
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	provided:  a) CABIN is pull b) Aircra 25,000 below c) Flighte oxyge used a  NOTE 1: The FAIL will I CAE warn disp altitu  NOTE 2: Sele depi 14,3 outfl altitu	crew and passenger in system is operative and as required by 14 CFR.  CABIN PRESSURE CTRL amber caution message be displayed, and the BIN ALTITUDE HIGH reduing message will be layed at 10,000 feet cabin	

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	Vision SF50				8/01/2017	21-6	
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SYSTEM & SEQUENCE NO.	ITEM IDITIONING	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
-30-03	High Cabin Altitude Detector						
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	a) CABIN is pulle b) CABIN switch c) Aircra altitud or bele  NOTE 1: The FAIL will I switch CAE warr disp  NOTE 2: Sele depi 14,3 outfl altitut	noperative provided: N PRESS 1 circuit breaker ed and collared, N PRESSURE DUMP is selected ON, and ft is operated at cabin les as required by 14 CFR low.  CABIN PRESSURE CTRL amber caution message be displayed, and if the ch is failed open the BIN ALTITUDE HIGH lining message will be layed.  ecting the DUMP switch ON ressurizes the cabin to the BOO ± 300 feet setting of the low valves' maximum lide limiter and inhibits ergency Descent Mode.	

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FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	IN MINIMUM EQUIPMENT	LIST
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21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
-30-03	High Cabin Altitude Detector						
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	a) CABIN is pulled b) CABIN switch c) Aircraft 25,000 below, d) Flight coxyger used at NOTE 1: The FAIL will be switch cabin warry display.  NOTE 2: Selection depring 14,3 outflice at the switch cabin depring 14,3 outflier at the switch cabin depring 14,3 outflier at the switch cab	operative provided: N PRESS 1 circuit breaker ed and collared, N PRESSURE DUMP is selected ON, fit is operated at O feet cabin altitude or , and crew and passenger in system is operative and as required by 14 CFR.  CABIN PRESSURE CTRL amber caution message be displayed, and if the ch is failed open the BIN ALTITUDE HIGH ning message will be layed.  ecting the DUMP switch ON ressurizes the cabin to the soo ± 300 feet setting of the low valves' maximum ude limiter and inhibits ergency Descent Mode.	

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: Vision SF50  REVISION NO. Original DATE: 08/01/2017  PAGE NO.  SYSTEM & SEQUENCE NO.  ITEM SEQUENCE NO.  21. AIR CONDITIONING  Sequence No.  Item 1 1 2 3 4 Number insperative provided: a) Air Conditioning System of deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line replaceable units.	U.S. DEPART	MENT OF TRANSPORTA	OIT	N		MASTE	R MINIMUM EQUIPMENT L	₋IST
No.   Sequence No.   Item   1   2   3   4   Change Bar    -50-01   Air Conditioning System   C   1   0   (M) May be inoperative provided:   a) Air Conditioning System   C   1   0   (M) May be inoperative provided:   a) Air Conditioning System   C   1   0   (M) May be inoperative provided:   a) Air Conditioning System is deactivated, and   b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).   NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line	FEDERAL AVI	IATION ADMINISTRATIO						
SYSTEM & SEQUENCE NO.  ITEM  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No. Item  1 2 3 4 Conditioning System  C 1 0 (M) May be inoperative provided:  a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line		/ision SF50	RE\					
SEQUENCE NO.  ITEM  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No.  Item  1 2 3 4 Change Bar  -50-01  Air Conditioning System  C 1 0 (M) May be inoperative provided: a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line			ммі	EL T	ABL	E KEY		
21. AIR CONDITIONING  Sequence No. Item 1 2 3 4 Conditioning System  -50-01 Air Conditioning System C 1 0 (M) May be inoperative provided:  a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line	SEQUENCE	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	UIRED FOR DISPATCH	
-50-01  Air Conditioning System  C  1  0  (M) May be inoperative provided: a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line	21 AIR COND	ITIONING	<u> </u>			4. NEWANNS	ON EXCEPTIONS	
-50-01  Air Conditioning System  C  (M) May be inoperative provided:  a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line			1	2	3	4		
	Sequence No.	tem				(M) May be in a) Air Co deactive b) Power limited above (29 de NOTE: Power exceed inoper System tempe 85 deg could I may de la could I may	nditioning System is vated, and con ground operations are to 30 minutes with OAT 85 degrees F grees C).  Ton ground operations ding 30 minutes with an ative Air Conditioning and ambient ratures above grees F (29 degrees C) lead to overheating, which amage avionics line	

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SYSTEM & SEQUENCE NO. 21. AIR CON	ITEM	_	REP	AIR ( NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang Bar
-50-02	Air Conditioning System Inlet Door Actuator						Баг
-01	Closed	С	1	0	a) Air Co deacti b) Power limited above (29 de NOTE 1: The will I NOTE 2: Pow exce inop Sysi tem 85 c coul whice	noperative provided: onditioning System is evated, and r-on ground operations are d to 30 minutes with OAT e 85 degrees F egrees C).  Air Conditioning System be inoperative.  ver-on ground operations be ding 30 minutes with an erative Air Conditioning tem and ambient peratures above degrees F (29 degrees C) d lead to overheating, ch may damage avionics replaceable units.	
-02	Open	С	1	0	May be inope	erative in the open position.	

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SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				3.1	4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
-60-01	Temperature Control Valve (TCV)	С	1	0	(M)(O) May be inoperative provided:  a) TCV is deactivated and confirmed OPEN, and b) Alternate procedures are established and used.  NOTE 1: The TCV CONTROL FAIL amber caution message will be displayed.
					NOTE 2: TCV failure may result in inability to heat the cabin and/or defog the windscreen.
-60-02	Cabin Zone Temperature Sensors	С	2	0	(O) May be inoperative provided TEMP BACKUP mode is verified operative.
-60-03	Primary Anticipator (Duct Temperature Sensor)	С	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Secondary anticipator is verified operative, and</li> <li>b) TEMP BACKUP mode is verified operative.</li> </ul> </li> <li>NOTE: The ECS CONTROL FAIL</li> </ul>
					amber caution message will be displayed.
-60-04	Secondary Anticipator (Duct Temperature Sensor)	С	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Primary anticipator is verified operative, and</li> <li>b) TEMP BACKUP mode is verified operative.</li> </ul> </li> </ul>

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		_			.E KEY Category	
SYSTEM &	W0000000000000000000000000000000000000	1.1			BER INSTALLED	
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.				554 6	4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING		<u>,                                      </u>			
Sequence No.	Item	1	2	3	4	Change Bar
-60-05	Primary ECS Control Panel					
-01	FAN Control	С	1	0		
-02	TEMP BACKUP Switch	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	ECS DISABLE Switch	С	1	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Air Conditioning System is deactivated, and</li> <li>b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).</li> </ul> </li> <li>NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line replaceable units.</li> </ul>	
-60-06 ***	Aft ECS Control	C	1	0	May be inoperative provided Primary ECS Control Panel AFT CTRL switch is selected OFF.	

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SYSTEM &		1. F	$\overline{}$		CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				0.1	4. REMARKS OR EXCEPTIONS
22. AUTOFL	IGHT	·			
Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Side Stick AP/TRIM DISC Button	С	2	1	One may be inoperative on the non-flying pilot side.
-10-02 ***	Ruddervator Yaw Damper System	С	1	0	May be inoperative provided YAW DAMPER circuit breaker is pulled and collared.
-20-01	Go-Around Button	С	1	0	May be inoperative provided Autopilot is disconnected for go-around.
					NOTE: Missed approach guidance must be activated manually.
-30-01	Throttle Servo	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) THROTTLE SERVO circuit breaker is pulled and collared, and</li> <li>b) Operations do not require its use.</li> </ul>
					NOTE: Throttle servo will be unavailable for friction lock, emergency descent mode, and CAPS deployment.

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SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
23. COMMUI	NICATIONS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
-10-01	VHF Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	Bar
					NOTE: COM1 is the only VHF communication system that is powered by one of the critical busses listed above	
-50-01	Cockpit Overhead Communication Speaker	С	1	0	May be inoperative provided an operative Headset is available to the flightcrew for associated inoperative speaker.	
	Holder of an Air Carrier or Commercial Operator Certificate	-	-	-		
-50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
-01	Headset Boom Microphones	A	-	0	May be inoperative provided:  a) Associated hand microphone is installed and operates normally, and  b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-03	Headset Earphones/Headphones	С	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
51-01	Flight Deck Hand Microphones	С	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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SEQUENCE	ITEM		2. 1		BER INSTALLED
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23. COMMU	NICATIONS				4. REMARKS ON EXCELLIONS
Sequence No.	Item	1	2	3	4 Change Bar
	Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate				
-50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.
-01	Headset Boom Microphones	A	-	O	May be inoperative provided:  a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.
		D	-	-	Any in excess of those required by regulation may be inoperative.
-02	Headset Earphones/Headphones	С	-	1	May be inoperative provided associated flight deck speaker operates normally.
-51-01	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.
		С	-	0	May be inoperative provided associated boom microphone operates normally.

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SYSTEM &		1. F			CATEGORY	$\Box$
SEQUENCE	ITEM		2. [	_	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	-
NO.				3.1	4. REMARKS OR EXCEPTIONS	-
23. COMMU	NICATIONS			1	,	
Sequence No.	Item	1	2	3	4 Chang Bar	
-50-03	Press-to-Talk Switches	D	2	1	(M) Copilot press-to-talk switch may be inoperative provided the button is verified failed open (non-transmitting).	
-50-04	Oxygen Mask Microphones	С	2	1	Any in excess of those required by 14 CFR may be inoperative.	
					NOTE: Pilot's Oxygen Mask Microphone must be operative.	
-60-01	Static Dischargers	С	10	8	<ul> <li>May be missing or inoperative provided:</li> <li>a) At least one static discharger is operative on each aileron,</li> <li>b) At least one static discharger is operative on each ruddervator, and</li> <li>c) At least one static discharger is operative on the yaw SAS control surfaces.</li> </ul>	
-90-01 ***	Iridium SATCOM System	D	1	0	May be inoperative provided procedures do not require its use.	
-90-02 ***	WiFi Datalink System	D	1	0		

AIRCRAFT: REVISION NO. Original PAGE NO. Vision SF50 DATE: 08/01/2017 24-1  MMEL TABLE KEY  SYSTEM & SEQUENCE NO.  1 REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  24. ELECTRICAL POWER	U.S. DEPARTMENT OF TRANSPO	RTATIO	N		MASTE	R MINIMUM EQUIPMENT LIST
Vision SF50   DATE: 08/01/2017   24-1	FEDERAL AVIATION ADMINISTRA	ATION			1717 (0.1.2	
NO.		RE'	VISIO DAT	ON N E: 08	O. Original 8/01/2017	
SYSTEM & SEQUENCE NO.  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  24. ELECTRICAL POWER  Sequence No.   Item		ММ				
SYSTEM & SEQUENCE NO.  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  24. ELECTRICAL POWER  Sequence No.   Item   1   2   3   4   Chan Bail						
NO.  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  24. ELECTRICAL POWER  Sequence No.   Item   1   2   3   4   Chan Bail						ED
24. ELECTRICAL POWER           Sequence No.         Item         1         2         3         4         Chan Bail				3. N	NUMBER REQ	UIRED FOR DISPATCH
Sequence No. Item 1 2 3 4 Chan Bai	8101.863.017				4. REMARKS	OR EXCEPTIONS
Sequence No. Rem 1 2 3 4				1		To:
-40-01 External Power System D 1 0					4	Change Bar
	-40-01 External Power Syste	em D	1	0		

AIRCRAFT:	Vision SEE0	RE\			IO. Original 8/01/2017	PAGE NO.	
	Vision SF50					25-1	
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS		REP	AIR ( NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
-10-01	Pilot Seats						Dai
-01 -02	Seat Adjustment	C	2	1 0		eat may be missing.	
	Jeat Aujustinent			, and the second	a) Affect LATC norma b) Full, u mover c) Crewr neces equipr d) Positio	ed Seat has failed in a HED position that permits al pilot visibility, unobstructed flight control ment is available, member can reach all esary controls and ment while restrained, and on of the affected seat is etable to the crewmember.	
-03	Seatbelt/Shoulder Harness	В	2	1	may be inope a) Not re	eatbelt/shoulder harness erative provided: equired by 14 CFR, and hand seat is not occupied.	
-10-02	Cockpit Sun Visor System and/or Attach Mechanism	D	4	0	,	ng or inoperative provided vision is not obstructed.	

MM	MMEL  1. RE	ATI - <b>T/</b> - PA	E: 08 ABL IR C	MASTER MINIMUM EQUIPMENT LIST  NO. Original PAGE NO. 25-2  LE KEY  CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Change Bar
MI 1.  NGS  Passenger	MMEL  1. RE	ATI - <b>TA</b> - EPA 2. N	ABL JIR C IUM 3. N	D8/01/2017 25-2  LE KEY  CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Change Bar
MM 1.  NGS  2 assenger	D. <b>//MEL</b> 1. RE 2	ATI - <b>TA</b> - EPA 2. N	ABL JIR C IUM 3. N	D8/01/2017 25-2  LE KEY  CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Change Bar
NGS 1 Passenger	1. RE	PA 2. N	IR C IUM 3. N	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  Change Bar
NGS 1	1 2	2. N	3. N	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  Change Bar
NGS 1	1 2		3. N	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Change Bar
Passenger 1		2		4. REMARKS OR EXCEPTIONS  Change Bar
Passenger 1		2	3	4 Change Bar
Passenger		-	3	4 Bar
	D ·	_		
at D	D ·	-	-	
				May be inoperative provided:  a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or
Aft	D ·	-		adjacent outboard seats.  May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing position.
D	D ·	-	•	(M) May be inoperative and seat occupied provided seat back is secured in the taxi, takeoff, and landing position.
D	D ·	-	-	May be inoperative provided affected seat is considered inoperative.
ssenger <b>D</b>	D 2	2	0	May be inoperative provided:  a) Seat does not block an Emergency Exit, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE: A seat with an inoperative seat belt is considered inoperative.
	Aft	Aft D	Aft D -	D

AIRCRAFT:	VIATION ADMINISTRATI		/ 5	)N N	O. Original PAGE NO.	
AIRORAI I.	Vision SF50				8/01/2017 25-3	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F	REP	AIR (	CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH	
1810001111					4. REMARKS OR EXCEPTIONS	
	ENT/FURNISHINGS					1
Sequence No.	Item	1	2	3	4	Chai Ba
-20-03 ***	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
-50-01	Baggage Restraint Systems	С	1	0	May be inoperative or missing provided Baggage Compartment remains empty.	
-60-01	Emergency Locator Transmitter (ELT)					
-01		A	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) System is deactivated, and</li><li>b) Repairs are made within</li><li>90 days.</li></ul>	
-02		A	1	0	May be missing provided repairs are made within 90 days.	
-03		D	1	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-04		D	1	-	Any in excess of those required by 14 CFR may be missing.	
-60-02	Remote Emergency Locator Transmitter (ELT) Switch	С	1	0	(M) May be inoperative provided:  a) ELT switch is disconnected, and b) ELT is operative in the ARMED mode.	

LLC DEDAR	TMENT OF TRANSPORT	۸ <b>T</b> IOI	N I				
U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:		RE'			O. Original	PAGE NO.	
	Vision SF50		DAT	E: 0	8/01/2017	26-1	
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALL		
NO.		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
oc FIDE DD	OTFOTION				4. REMARKS	OR EXCEPTIONS	
26. FIRE PRO		Τ.	T -		Ι.		Change
Sequence No.	Item	1	2		4		Bar
-00-01 ***	Smoke Goggles	D	2	0	May be inope	rative or missing.	
-20-01	Portable Fire	D	-	_	Any in excess	s of those required by	
	Extinguisher				14 CFR may	be inoperative or missing	
					provided:		
						rative fire extinguisher is	
						d inoperative, removed he installed location, and	
						d out of sight so it cannot	
						staken for a functional unit,	
					and		
						red distribution is	
					mainta	ained.	
-20-02	Engine Fire	В	2	1			
	Extinguishers						

AIRCRAFT:	AVIATION ADMINISTRAT  Vision SF50				O. Original 8/01/2017	PAGE NO. 27-1		
	VISIOII 31 30	BABA				21-1		
SYSTEM & SEQUENCE NO.	ITEM	1. REP		MMEL TABLE KEY  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH				
800000000					4. REMARKS	OR EXCEPTIONS		
	CONTROLS	<u> </u>		1 _	I.	CI		
Sequence No.	Roll Trim Indication	1 C	1	3 0	4	noperative provided:		
					a) Ailero check opera b) Ailero restric c) Ailero NEUT depar	n Trim Tab is visually ed for full range of tion, n Trim Tab operation is not eted, and n Trim Tab is positioned to RAL prior to each ture, and appropriate g is VERIFIED by visual		
-30-01	Stall Warning Stick Shaker	В	1	0	a) STICH is pull b) Stall verifie depar c) Flight	noperative provided: K SHAKER circuit breaker ed and collared, varning aural alert is ed operative prior to each ture, and is conducted in dance with the AFM CG ions.		

AIRCRAFT:	VIATION ADMINISTRATION Vision SF50				O. Original 8/01/2017	PAGE NO. 28-1				
	VISION OF CO	NANA	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4		Chan			
-10-01	Fuel Filler Cap Locks	D	2	0	May be inope	erative in the unlocked ded fuel cap is operative.	Ва			
-40-01	Fuel Temperature Indication	C	1	0	a) Both ( and b) Opera OAT >	PERATIVE provided: DAT probes are operative, ations are conducted at >-40 degrees F/ egrees C.				

AIRCRAFT:	VIATION ADMINISTRATION Vision SF50	REVISION NO. Original PAGE NO. DATE: 08/01/2017 30-1					
	VIOIOIT OF OO	ММ			E KEY	00 1	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
	RAIN PROTECTION	-			1		l Cha
Sequence No.	Item	1	2	3	4		Cha B
-10-01	Wing and Stabilizer Ice Protection System	С	1	0	a) WING switch b) Aircra	erative provided: If STAB ICE PROTECT In is selected OFF, and If is not operated in known ecast icing conditions.	
-20-01	Engine Inlet Ice Protection System						
-01		С	1	0	a) Systel regula b) Aircra tempe (+10 c c) ENGII	ailed ON provided: m pressure is verified to be ated normally, 15-24 psig, ft is operated at outside air eratures < 50 degrees F degrees C), and NE IPS switch is ON at all when engine is running.	

AIRCRAFT:	VIATION ADMINISTRATI Vision SF50				IO. Original 8/01/2017	PAGE NO.				
	VIOIOII OI OO	ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR ( NUM	CATEGORY BER INSTALL NUMBER REC	ED QUIRED FOR DISPATCH S OR EXCEPTIONS				
	RAIN PROTECTION			1 2	14		Change			
-20-01	Engine Inlet Ice Protection System	1	2	3	4		Bar			
-02		С	1	0	a) Aircra b) Aircra moist tempe less, c) Aircra or fore d) ENGI all ope  NOTE: IPS E cautio displa	ailed OFF provided: If is not operated in IMC, If is not operated in visible If is not operated in visible If is not operated in known If is not operated in visible If is not operated in visible If is not operated in visible If is not operated in IMC, If is not operated in Visible If is not operated in known If is no				
20-02	Engine Inlet Ice Protection System Temperature Sensor									
-01		С	1	0	•	erative provided engine inlet n system pressure sensor is ative.				

AIRCRAFT:	Vision SF50	RE'			IO. Original PAGE NO. 8/01/2017 30-3					
	VISION O1 50	MM	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
30. ICE AND Sequence No.	RAIN PROTECTION Item	1	2	3	4	Chang				
20-02	Engine Inlet Ice Protection System Temperature Sensor		2	3	4	Bar				
-02		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Aircraft is not operated in IMC,</li> <li>b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less,</li> <li>c) Aircraft is not operated in known or forecast icing conditions, and</li> <li>d) ENGINE IPS switch is OFF for all operations.</li> <li>NOTE: IPS ENG INLET OFF amber</li> </ul>					
-20-03	Engine Inlet Ice Protection System Pressure Sensor	С	1	0	caution message will be displayed when the WING STAB ICE PROTECT switch is ON.  (O) May be failed OFF provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations.					
					NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON.					

FEDERAL AVIATION ADMINISTRATION   AIRCRAFT:   REVISION NO. Original   PAGE NO.   DATE: 08/01/2017   30-4	U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST		
SYSTEM & SEQUENCE   ITEM   1. REPAIR CATEGORY   2. NUMBER INSTALLED   3. NUMBER REQUIRED FOR DISPATCH   4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS   5. NUMBER REQUIRED FOR DISPATCH   5. NUMBER REQUIRED FOR DISPATCH   6. NUMBER REQUIRED FOR DISPATCH   7. NUMBER REQUIR		VIATION ADMINISTRATION						
SYSTEM & SEQUENCE NO.  ITEM  1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  30. ICE AND RAIN PROTECTION  Sequence No.  Item  1 2 3 4  C 2 0 May be inoperative, failed off, provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in Visible moisture with static air temperature of +10 degrees C or less, and c) Aircraft is not operated in known or forecast icing conditions.  NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON.  30-01 Pitot Heaters  B 2 1 Right pitot heater may be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR.  NOTE 1: Left pitot heater is powered by the Emergency Bus.  NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT	_	Vision SF50	RE'					
STEM & SEQUENCE NO.  30. ICE AND RAIN PROTECTION  Sequence No.  TT2 Heater System  C 2 0 May be inoperative, failed off, provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in known or forecast icing conditions.  NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON.  Pitot Heaters  B 2 1 Right pitot heater may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions.  NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON.  Pitot Heaters  B 2 1 Right pitot heater may be inoperative provided: a) Aircraft is not operated in IMC, b) Filight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR.  NOTE 1: Left pitot heater is powered by the Emergency Bus.  NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT			MM	EL T	ABL	LE KEY		
TT2 Heater System	SEQUENCE	ITEM	NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH					
-20-04  TT2 Heater System  C  D  May be inoperative, failed off, provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, and c) Aircraft is not operated in known or forecast icing conditions.  NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON.  -30-01  Pitot Heaters  B  D  Right pitot heater may be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR.  NOTE 1: Left pitot heater is powered by the Emergency Bus.  NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT	30. ICE AND	RAIN PROTECTION						
a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, and c) Aircraft is not operated in known or forecast icing conditions.  NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON.  -30-01 Pitot Heaters  B 2 1 Right pitot heater may be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR.  NOTE 1: Left pitot heater is powered by the Emergency Bus.  NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT	Sequence No.	Item	1	2	3	4 Change Bar		
provided:  a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR.  NOTE 1: Left pitot heater is powered by the Emergency Bus.  NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT	-20-04	TT2 Heater System	С	2	0	<ul> <li>a) Aircraft is not operated in IMC,</li> <li>b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, and</li> <li>c) Aircraft is not operated in known or forecast icing conditions.</li> <li>NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT</li> </ul>		
i	-30-01	Pitot Heaters	В	2	1	provided:  a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR.  NOTE 1: Left pitot heater is powered by the Emergency Bus.  NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	Vision SF50				NO. Original PAGE NO. 30-5					
		ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS								
30. ICE AND RAIN PROTECTION										
Sequence No.	Item	1	2	3	4 Change Bar					
-30-02	Pitot Heat Indication System	В	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Aircraft is not operated in IMC,</li> <li>b) Flight is not conducted in visible moisture,</li> <li>c) Aircraft is not operated in known or forecast icing conditions, and</li> <li>d) Both pitot heaters are verified operative.</li> </ul> </li> <li>NOTE: PROBE HEAT FAIL L and/or PROBE HEAT FAIL R amber caution messages will be displayed when PROBE HEAT switch is ON.</li> </ul>					
-30-03	Angle of Attack (AOA) Sensor Heater System	A	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Aircraft is not operated in IMC,</li> <li>b) Flight is not conducted in visible moisture,</li> <li>c) Aircraft is not operated in known or forecast icing conditions, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul>					
-30-04	Angle of Attack (AOA) Sensor Heat Indication System	A	1	0	May be inoperative provided:  a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Repairs are made within 3 flight days.					

AIRCRAFT:	VIATION ADMINISTRAT  Vision SF50				O. Original 8/01/2017	PAGE NO. 30-6
	VIOLOTI OT OO	ММ			E KEY	000
SYSTEM & SEQUENCE NO.	ITEM  RAIN PROTECTION		REP/	AIR (	CATEGORY BER INSTALL NUMBER REC	ED QUIRED FOR DISPATCH S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Cha
-40-01	Windshield Ice Protection System	C	1	0	May be inope a) Aircra moistr tempe less ir b) Aircra	erative provided:  If is not operated in visible ure with static air erature of +10 degrees C or flight, and lift is not operated in known ecast icing conditions.
-40-02	Windshield Ice Protection Fluid Quantity Indication	C	1	0	reservoir is vo	noperative provided fluid erified full prior to flight.  ELUID QUANTITY FAIL m message advisory will be ayed.

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:			/ISIC	N NC	IO. Original	PAGE NO.	
	Vision SF50				8/01/2017	31-1	
		NARA:				<u> </u>	
					E KEY		
SYSTEM &		1. 1			CATEGORY		
SEQUENCE	ITEM	2. NUMBER INSTALLED					
NO.				3.1		UIRED FOR DISPATCH	
1000000					4. REMARKS	OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTEM	/IS					
Sequence No.	Item	1	2	3	4		Change Bar
-30-01	Flight Hours Meter	С	1	0	(O) May be in	operative provided flight	
	J					d by alternate means.	
						•	
-30-02	Hobbs (Engine Run)	С	1	0	(O) May be in	operative provided engine	
	Meter				run time is tra	cked by alternate means.	
	_						
-30-03	Recoverable Data						
	Module (RDM)						
04	Haldana of an Air Camian	_	4		A :		
-01	Holders of an Air Carrier	С	1	-		s of those required by	
	or Commercial Operator				14 CFR may i	be inoperative.	
	Certificate						
	Operators Other Than						
	Holders of an Air Carrier						
	or Commercial Operator Certificate						
	Certificate						
-02		С	1	_	Any in excess	of those required by	
<b>~</b> _			-			be inoperative.	
-03		Α	1	0	May be inope	rative provided repairs are	
						rdance with applicable	
					14 CFRs.	• •	

	RTMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. Original	PAGE NO.	
7 ( )	Vision SF50				8/01/2017	33-1	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALL		
NO.				3. ľ		UIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS						OK EXCEL HORO	
Sequence No.	Item	1	2	3	4		Change Bar
-10-01	Cockpit/Flight Deck and Instrument Lighting System						
-01		C			provided:  a) Rema are su all req and ot are pro b) Rema are po are sh memb c) Lightir intens flightc:  NOTE: Individ	ining lighting system lights fficient to clearly illuminate uired instruments, controls, her devices for which they ovided, ining lighting system lights esitioned so that direct rays ielded from flightcrew ers' eyes, and ag configuration and ity is acceptable to the rew.  Itual button/switch lights annunciations/indications cluded from this relief.	

AIRCRAFT:	Mining OFFO	RE'			O. Original PAGE NO.	
	Vision SF50				8/01/2017 33-2	
		_			E KEY	
SYSTEM &		1.1			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPAT	СН
NO.				J. 1	4. REMARKS OR EXCEPTIONS	011
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Chan Ba
-20-01	Passenger Compartment Lighting					
-01		С	27	-	Individual Lights may be inoperative Night operations provided sufficient lighting is operative for the crew to perform required duties.	
-02		D	27	0	May be inoperative for operations between sunrise and sunset.	
-30-01	Baggage Compartment Lighting System	D	1	0		
-40-01	Exterior Convenience Lighting					
-01		D	10	0	May be inoperative for operations between sunrise and sunset.	
-02		D	10	0	(O) May be inoperative for Night operations provided alternate procedures are established and use	ed.
-40-02	Landing Lights					
-01		С	4	0	May be inoperative for operations between sunrise and sunset.	

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			N N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATION		// С /	) N N	IO. Original PAGE NO.
_	Vision SF50	KEY			8/01/2017 33-3
		ММ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
33. LIGHTS				<u> </u>	4. NEIW WING ON EXCELLING
Sequence No.	Item	1	2	3	4 Change Bar
-40-02	Landing Lights				
-02		С	4	0	May be inoperative provided not required by 14 CFR.
-03		С	4	1	May be inoperative provided at least one wingtip landing light is operative.
-40-03	Landing Lights Traffic Pulse Mode	С	1	0	
-40-04	Position (Navigation) Lights	С	3	0	May be inoperative between sunrise and sunset.
					NOTE: A position light is considered inoperative when a single LED is failed.
-40-05	Ice Inspection Light	С	1	0	May be inoperative provided:  a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.

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	VISION 31 30	DADA.				34-1	
SYSTEM &			REP	AIR (	.E KEY CATEGORY		
SEQUENCE	ITEM		2. I		BER INSTALL	ED UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		Chang Bar
-00-01	Standby Attitude and Air Data Module						
-01		С	1	0	May be inope required by 1	rative provided not 4 CFR.	
-02		В	1	0	a) Opera Day V b) Opera into kr	erative provided: ations are conducted in ations are not conducted ations are not conducted anown or forecast he-top conditions.	
-10-01	Primary Air Data Computers	C	2	1	(GDC#2) may a) The M OPER b) There misco c) Both L are OI  NOTE 1: GDO Eme  NOTE 2: Pulli circu Prim Prim Refe	orimary air data computer by be inoperative provided: ID302 standby unit is EATIVE, are no associated SFD mpare alerts active, and and R pitot probe heaters PERATIVE.  C#1 is powered by the ergency Bus.  Ing the AHRS 2/ADC 2 uit breaker results in loss of hary Air Data Computer #2, hary Attitude and Heading erence Computer #2, and gnetometer #2.	

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SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA			2	3	4	Chan
Sequence No.	Outoido Air	1 C				Bar
-10-02	Outside Air Temperature (OAT) Sensors		2	1	OAT sensor #2 may be inoperative.  NOTE: OAT sensor #1 data is provided to GDC#1, which is powered by the Emergency Bus.	
-20-01	Primary Attitude and Heading Reference Systems (AHRS)	C	2	1	The second primary attitude and heading reference system (GRS#2/GMU#2) may be inoperative provided:  a) MD302 standby unit is OPERATIVE, and b) No associated SFD miscompare alerts are active.  NOTE 1: GRS#1/GMU#1 is powered by the Emergency Bus.  NOTE 2: Pulling the AHRS 2/ADC 2 circuit breaker results in loss of Primary Attitude and Heading Reference Computer #2, Magnetometer #2, and Primary Air Data Computer #2.	

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	Vision SF50					34-3	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR ( NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGATE Sequence No.	Item	1	2	3	4		Change
-40-01 ***	Traffic Collision Avoidance System (TCAS-I)	'	2	3	*		Bar
-01		В	1	0	a) Syster secure b) Enrou	operative provided: m is deactivated and ed, and te or approach procedures require its use.	
-02		С	1	0	a) Not re b) Syster secure c) Enrou	operative provided: quired by 14 CFR, m is deactivated and ed, and te or approach procedures require its use.	
-40-02 ***	Weather Radar System	D	1	0	a) Not re b) RADA	rative provided: quired by 14 CFR, and R circuit breaker is pulled bllared.	
-40-03 ***	Enhanced Vision System	D	1	0		rative provided EVS circuit led and collared.	

U.S. DEPA	RTMENT OF TRANSPORTA	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT LIST
FEDERAL A	AVIATION ADMINISTRATIC	N			IVIASTE	EK MIINIMUM EQUIPMENT LIST
AIRCRAFT	: Vision SF50	RE			IO. Original 8/01/2017	PAGE NO.
		ММ	FI T	ΔΒΙ	E KEY	-
SYSTEM & SEQUENCE NO.			REP	AIR O	CATEGORY BER INSTALL NUMBER REQ	UIRED FOR DISPATCH
W0.08.010	ATION				4. REMARKS	S OR EXCEPTIONS
34. NAVIGA		Ι.	Ι.	l .	1.	Chan
Sequence No.	Item A.T.O. T.	1	2	3	4	Bar
-50-01 -01	ATC Transponder	В	-	0	a) Opera use, b) Circuit Trans collare c) Prior t obtain having	erative provided: ations do not require its  t breaker for affected ponder is pulled and ed, and to flight, approval is ation ATC facilities g jurisdiction over the ed route of flight.
-02 ***		D	-	1		s of those required by be inoperative.
-50-02 ***	Distance Measuring Equipment (DME) System	D	1	0	14 CFR may	s of those required by be inoperative provided reaker is pulled and
-50-03 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	required by 1- NOTE: If AD as a re require category will be	erative provided it is not 4 CFR.  S-B is installed in lieu of or eplacement for 14 CFR ed equipment, the repair ory in the operator's MEL ethe same as that of the FR required equipment.
-50-04 ***	SiriusXM Weather and Satellite Radio System	D	1	0		erative provided XM DATA er is pulled and collared.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST
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	Vision SF50		DAT	E: 0	8/01/2017 35-1
		_			E KEY
SYSTEM &		1. H			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2.1	_	NUMBER REQUIRED FOR DISPATCH
NO.				311	4. REMARKS OR EXCEPTIONS
35. OXYGEN					
Sequence No.	Item	1	2	3	4 Change Bar
-00-01	Oxygen Supply Pressure Indication (Synoptic)				
-01	For Operations at Altitudes Requiring Oxygen	С	1	0	(O) May be inoperative provided an acceptable method is used to confirm that adequate oxygen is available for the intended flight.
-02	For Operations at Altitudes Not Requiring Oxygen	С	1	0	May be INOPERATIVE provided aircraft is operated at cabin altitudes as required by 14 CFR or below.
-00-02	Oxygen Supply Pressure Gauge				
-01	For Operations at Altitudes Requiring Oxygen	С	1	0	(O) May be inoperative provided Oxygen Supply Pressure Indication (Synoptic) is operative.
-02	For Operations at Altitudes Not Requiring Oxygen	С	1	0	May be INOPERATIVE provided aircraft is operated at cabin altitudes as required by 14 CFR or below.

AIRCRAFT:	VIATION ADMINISTRATIO	_			NO. Original PAGE NO.	
	Vision SF50				8/01/2017 35-2	
		_			<b>LE KEY</b> CATEGORY	
SYSTEM & SEQUENCE NO.	ITEM	1. [		MUN	IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Chai Ba
-10-01 ***	Copilot (Right Seat) Crew Oxygen Mask					
-01	For Operations at Altitudes Requiring Oxygen	D	1	0	May be INOPERATIVE provided:  a) Operations do not require a second in command,  b) Mask is placarded  "INOPERATIVE", and  c) Seat 2 is placarded  "DO NOT OCCUPY" and remains unoccupied at all times.	
-02	For Operations at Altitudes Not Requiring Oxygen	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Operations do not require a second in command,</li> <li>b) Aircraft is operated at cabin altitudes as required by 14 CFR or below,</li> <li>c) CABIN PRESSURE DUMP switch is verified operative, and</li> <li>d) Passenger is appropriately briefed.</li> </ul>	
-20-01 ***	Passenger Oxygen System (Baseline System)					
-01	For Operations at Altitudes Requiring Oxygen	D	1	0	May be INOPERATIVE provided:  a) Operations do not require a second in command, and b) No cabin occupants are carried.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. Original PAGE NO		
	Vision SF50				8/01/2017	35-3	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. 1	$\overline{}$	NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FO 4. REMARKS OR EXCI		
35. OXYGEN							
Sequence No.	Item	1	2	3	4		Change
-20-01 ***	Passenger Oxygen System (Baseline System)						
-02	For Operations at Altitudes Not Requiring Oxygen	С	1	0	<ul> <li>(M) May be inoperative;</li> <li>a) Operations do no second in common second in common altitudes as required or below,</li> <li>c) CABIN PRESSU switch is verified</li> <li>d) Passengers are briefed.</li> </ul>	ot require a and, ed at cabin ired by 14 CFR RE DUMP operative, and	
-20-02 ***	Passenger Oxygen System (Optional Upgrade System)						
-01	For Operations at Altitudes Requiring Oxygen	D	1	0	May be INOPERATIVE cabin occupants are car		
-02	For Operations at Altitudes Not Requiring Oxygen	С	1	0	(M) May be inoperative a)  a) Aircraft is operative altitudes as requiver below,  b) CABIN PRESSUs witch is verified c) Passengers are briefed.	ed at cabin ired by 14 CFR RE DUMP operative, and	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. Original 8/01/2017	PAGE NO.	
	Vision SF50					35-4	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR ( NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
-20-03 ***	Passenger Oxygen Mask, Copilot Position						Dai
-01	For Operations at Altitudes Requiring Oxygen	D	1	0	a) Opera secon b) Mask "INOP c) Seat 2 "DO N	ERATIVE provided:  Itions do not require a d in command, is placarded PERATIVE", and Is placarded IOT OCCUPY" and Ins unoccupied at all times.	
-02	For Operations at Altitudes Not Requiring Oxygen	C	1	0	a) Opera secon b) Aircra altitud or belo c) CABIN switch	N PRESSURE DUMP I is verified operative, and enger is appropriately	

AIRCRAFT:	VIATION ADMINISTRATION Vision SF50				O. Original 8/01/2017	PAGE NO. 35-5		
	VISION SESO	D.4.D.4				30-5		
SYSTEM &	ITEM		REP/	AIR (	<b>.E KEY</b> CATEGORY BER INSTALL	.ED		
SEQUENCE NO.	ITEM	NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS						
35. OXYGEN		1	2	3	4		Chang	
-20-04	Passenger Oxygen Masks (Seats 3, 4, 5, 6, 7)	1		3	4		Bar	
-01	For Operations at Altitudes Requiring Oxygen	D	5	0	a) Affect "INOF b) Affect "DO N	pe INOPERATIVE provided: sed mask is placarded PERATIVE", and sed seat is placarded NOT OCCUPY" and ns unoccupied at all times.		
-02	For Operations at Altitudes Not Requiring Oxygen	C	5	0	a) Aircra altitud or bel b) CABII switch	N PRESSURE DUMP  is verified operative, and engers are appropriately		

FEDERAL AIRCRAFT		REVISION NO. Original PAGE NO. DATE: 08/01/2017 36-1				
	Vision SF50	ММ			E KEY	00 1
SYSTEM 8 SEQUENCE NO.	E ITEM		REP/	AIR O	CATEGORY BER INSTALL NUMBER REC	ED QUIRED FOR DISPATCH S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	CI
-10-01	Ground Fan	В	1	0	(O) May be in a) BLEE OFF/F opera b) WING OFF popera and c) Grour landin	noperative provided: D AIR switch is in the FRESH position for ground tions, takeoff, and landing, S/STAB IPS switch is in the position for ground tions, takeoff, and landing, and operations, takeoff, and and are not conducted in an or forecast icing
-10-02	Bleed Leak Detector	C	1	0	Boot Air Pres ICE PROTEC Bleed Pressu ENVIRONME	noperative provided is indication on CTION synoptic and ire indication on ENTAL synoptic are discrete are periodically monitored

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/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: Vision SF50			REVISION NO. Original PAGE NO. DATE: 08/01/2017 52-1					
	мм	EL T	ABL	LE KEY				
ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
		<u> </u>		1				
Item	1	2	3	4 Change Bar				
Main Passenger Entry Door Key Lock	D	1	0	(O) May be inoperative in unlocked position provided pilot confirms by visual inspection that both handle stowage springs are operative.				
Main Passenger Entry Door Seal								
For Operations at Altitudes Not Requiring Oxygen	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON, and</li> <li>c) Aircraft is operated at cabin altitudes as required by 14 CFR or below.</li> </ul> </li> <li>NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.</li> <li>NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.</li> </ul>				
	ITEM  Item  Main Passenger Entry Door Key Lock  Main Passenger Entry Door Seal  For Operations at Altitudes Not Requiring	ITEM  ITEM  ITEM  ITEM  Item  I Main Passenger Entry Door Key Lock  Main Passenger Entry Door Seal  For Operations at Altitudes Not Requiring	ITEM  REVISION DAT  MMEL T  1. REPA  2. N  Item  1 2  Main Passenger Entry Door Key Lock  Main Passenger Entry Door Seal  For Operations at Altitudes Not Requiring	REVISION N DATE: 0				

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FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIO I			
AIRCRAFT: Vision SF50			REVISION NO. Original PAGE NO. DATE: 08/01/2017 52-2							
		ММ	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS								
52. DOORS										
Sequence No.	Item	1	2	3	4		Change Bar			
-10-02	Main Passenger Entry Door Seal									
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	a) CABIN is pulled b) CABIN switch c) Aircraft 25,000 below, d) Flight coxyger used at NOTE 1: The FAIL will k CAB warr displantitu.  NOTE 2: Selection depring 14,3 outfling altitution is possible to the control of t	crew and passenger in system is operative and as required by 14 CFR.  CABIN PRESSURE CTRL amber caution message be displayed, and the BIN ALTITUDE HIGH red ning message will be layed at 10,000 feet cabin				

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FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIQ I		
AIRCRAFT: Vision SF50			REVISION NO. Original PAGE NO. DATE: 08/01/2017 52-3						
		ММ	FI T	ΆΒΙ	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
52. DOORS									
Sequence No.	Item	1	2	3	4		Change Bar		
-20-01 -01	Emergency Exit Door Seal For Operations at	С	1	0	(O) May be in	operative provided:			
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	a) CABIN is pulled b) CABIN switch c) Aircraft altitude or below NOTE 1: The FAIL will be CAB warr displantitude of the country of the countr	N PRESS 1 circuit breaker ed and collared, N PRESSURE DUMP is selected ON, and fit is operated at cabin es as required by 14 CFR ow.  CABIN PRESSURE CTRL amber caution message be displayed, and the BIN ALTITUDE HIGH red ning message will be layed at 10,000 feet cabin			

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		DATE: 08/01/2017 52-4					
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS							
52. DOORS	Tu	1 4			A Chang		
Sequence No.	Item	1	2	3	4 Chang Bar		
-20-01	Emergency Exit Door Seal						
-02	For Operations at Altitudes Requiring Oxygen	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON,</li> <li>c) Aircraft is operated at 25,000 feet cabin altitude or below, and</li> <li>d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR.</li> </ul> </li> <li>NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.</li> </ul>		
					NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.		
-30-01	Baggage Compartment Door Seal	С	1	0			

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	V 131011 O1 30	BABAI				70-1					
		_			E KEY						
SYSTEM &	102227	1. [			. REPAIR CATEGORY  2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH					
NO.				0.000 00	4. REMARKS	OR EXCEPTIONS					
73. ENGINE	FUEL AND CONTROL										
Sequence No.	Item	1	2	3	4	Cha B					
-20-01	Engine FADEC System (System Faults)	Α	•	-	faults provide accordance v Cirrus Vision Maintenance	atched with system TLD and repairs are made in with the times established in SF50 Airplane Manual and Williams a Maintenance Manual.					
-30-01	Fuel Flow Indication	С	1	0		erative provided fuel ations are operative.					